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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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POL distribution in Poland, including information on individual distributing stations, on the quality of fuel, and on consumption.

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INFORMATION REPORT INFORMATION REPORT

DATA CONCERNING THE POLISH POL SITUATION

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Throughout this report the following place names have been used interchangeably: (1. German - 2. Polish)

Stolp - Slupsk; Gruenberg - Zielona Gora

Kolberg - Kolobrzeg; Belgard - Bialogard

Stolpmuende - Ustka; Neustettin - Szczecinek.]

Rummelsburg - Miastko; Dramburg - Drawsko Pomorskie.]

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Designation of enterprise

Koszalinskie Przedsiębiorstwo Obrotów Produktami Naftowymi (CPN) Siedziba
the distribution of
w Supsku (Koszalin enterprise for ~~gasoline~~/petroleum products) in Stolp.

Address: As above

Seat: Stolp(*Slupsk*)

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Other enterprises:

A similar enterprise is located in every Wojewodstwo capital. The enterprises are responsible for the expansion and supply (as covered) of fuel depots for the troops as well civilians. Each enterprise is an independent accountancy unit. There are about 18 such enterprises in the following locations:

Szczecin
Bydgoszcz
Gdansk
Olsztyn
Gruenberg
Wroclaw
Warsaw City
Warsaw Wojewodstwo
Lodz
Krakow
Poznan
Oppole
Lublin
Bialystock
Katowice
Kielc
Rzeszow
Radom

Capacities: The capacities of the various enterprises vary and are not known.

2. Subordination

All of the enterprises are subordinate to a central office ϕ in Warsaw located at Ul. Rakowskiego Nr 82-85. The office is designated as Centrala Przedsiębiorstwo Obrotow Prod. Naft. (CPN) Ministerstwo Gornictwa - Warszawa. Until the end of 1956 the head of this office was a certain Kania. From 1956 until now a person whose name [redacted] ending with ...erski has been the head. (3. Personnel - see 7)

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4. Significance of the enterprise to Poland.

Distribution of fuel (~~gas~~ gasoline and diesel) lubricants and fats to the provinces as well as the equipping of depots and gas statbns.

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Distributing to the Polish army via the "Secret Department for Military Orders."

Organization and Personnel (Koszalin)

Director - Boleslaw Samon

Deputy Director - Kazimierz Kopczynski (UB agent)

Personnel Chief - Nesterowicz

Legal Advisor

Investment Department

Main Bookkeeper

Chief Mechanic

Responsible to the deputy director are the following:

Material supply with ^{depots} ~~depots~~

Transport and repair shops

Laboratories

Technical inspectors

Planning

Trade Department, with secret military department - Mr. X Czeklinski

and Miss Irena Groch (the wholesale places listed under point

7 are responsible to Miss Groch)

Responsible to the chief bookkeeper are the following:

Bookkeeping Department

Finance Department

Cashiers Office

Sales Group

All shops are subordinate to the chief mechanic.

The personnel strength of the Koszalin office is approximately 55 persons. To be added to this number is the personnel of the wholesale locations (depots) and that of the gas stations.

5. Secret Department for Military Orders of Fuel

This Secret Department is a component of the Trade Department of every Wojewodstwo enterprise for fuel and lubricants.

The Polish army for example i.e. each unit (garrison or air field - but not squadron or regiment) orders in writing from the appropriate Wojewodstwo enterprise the necessary fuel and lubricants.

The wojewodstwo enterprise passes the order through the secret department after registering it directly to the appropriate refinery of the enterprise or in case of overloading to another refinery. The process is centrally controlled in Warsaw.

The ordered fuel as well as oil and fats are delivered by the appropriate refinery directly to the military unit or to ~~the~~ a designated station if no rail lines exist to reach the military object, where they will be picked up in tankers. At the same time the Wojewodstwo enterprise is informed of this action. Orders from the military as well as the civilian sector ^{for} ~~of~~ greater amount, must be placed with the wojewodstwo enterprise three weeks ^{prior} ~~to~~ every quarter. If orders are placed later than that the refineries normally will require about four weeks to fulfill the order. In case of emergency - or war, all civilian orders become void. ~~In places of experiences~~ ^{The} lack of transportation space, particularly tank cars, is creating difficulties for the supply of the civilian sector. The Polish army on the other hand has its own transport facilities, administered by its own organization. This organization is subordinate to the ^{Ministry} ~~for~~ Defense ~~industry~~ and has the cover designation of something like "transport enterprise for fuel," [redacted]

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[redacted] without exception all modern and large tank cars belong to this company, that is, the Polish army. The exterior ^{evidence} ~~indications~~ of this are the good cars

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and paint of the cars.

Car Designations

The cars of the civilian sector bear the following designations:

Warszawskie Przedsiębiorstwo Transportu Produktów Naftowych

Cars of the military sector bear the designation:

Przedsiębiorstwo Transportu. Definitely without the "Warszawskie" -

[redacted] that is the undeniable sign of army transport material.

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6. Extent of Orders and Consumption

The annual plan and turnover figures of the Koszalin enterprise are administered and kept secret by the Trade Department and Sales Group of the chief bookkeeping office. [redacted]

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[redacted] The civilian use during the month of May to September 1957 was approximately as follows: gasoline - 60 to 80 cubic meters daily; diesel about 100 cu. meters; and oil/fat about 15 tons daily. This consumption is only for Koszalin Wojewodztwo and should be similar to the consumption of other wojewodztwo with agricultural characteristics such as Olsztyn, Białystok, Lublin, and Grunberg.

In addition to the necessary depots, those for the civilian sector should also be listed, since these depots and gas stations will, in case of war, supply the Polish army. The following list is not restricted to wojewodztwo Koszalin. Depots and wholesale places located in other wojewodztwo are administered by the appropriate wojewodztwo enterprise. For the sake of cover, therefore, all military supply bases are supplied by the appropriate wojewodztwo enterprise for fuels and lubricants.

7. Wholesale Places (Depots) with own Small Administration

For civilian consumption (industry, transport enterprises, etc.) of gasoline, motor oil, and lubricating oil.

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a. Stolp; situated on the highway to ^{Slawa}(Schlawe) in the center of (map square ~~Plaqua~~) 6-C of S21 capacity 12 tanks with a total of 120,000 liters.

Personnel; 25 men; security fenced and guarded by the Fire Department.

b. Stolp; situated on the dividing line ^{map square} ~~(Plaqua)~~ 7/8-E west of the connecting track on the north side of the field path. Capacity; 6 tanks with a total of 60,000 liters. Personnel and security as above.

c. Kossalin; situated north of the road to ~~Belgrad~~ where the railroad and highway cross, that is, northwest of the railroad station - K 39n; city ~~map~~ has no coordinates. Capacity; 8 ^{tank with a} ~~times the~~ total of 150,000 liters. Personnel: 27 men, security as above.

d. Kossalin; situated west of the railroad line to Kolberg before the cut off to the west, about 300 meters south of ^{depot} ~~camp~~ I; K 39n; capacity, 6 tanks plus one 100,000 liter tank with a total of 250,000 liters.

e. ~~Belgrad~~; located near the freight station about 100 meters south of the locomotive shed, between two tracks- B 18m. Personnel, 12 men; no fencing.

f. ~~Belgrad~~; new construction of a large depot with completion expected 1958. Located between the highway to Kossalin and "Bahn" Street to Kolberg near the exact center of the map B 18m in the triangle of the road to the north and the railroad to the west northwest-[not legible] From this railroad line ^{at} an elevation of 28.8 on the connecting track to the northeast. The approach road from the street is situated opposite a small ditch located on the east side of the street (B 18m); capacity, 7 tanks with a total of 200,000 liters. Fenced and guarded.

g. ^{Swidwin} ~~A~~ (Schivelbein); located near the freight station. Capacity, 6 tanks with a total of 60,000 liters. Personnel, 12 men; not fenced.

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h. Dramburg; situated near the freight station; capacity, 10 tanks
2 of which are ^{su face} ~~some~~ tanks, with a total of 100,000 liters; personnel,
14 men; fenced and guarded.

1. ^{Walcz} (Deutsch Krone); situated on the south side of the road to
Wittkow at the crossing of the railroad line to Pila ; map reference,
DL3 d/D-6; capacity, 12 tanks with a total of 150,000 liters; personnel,
15 men. The depot is walled in.

k. Neustettin; situated near the freight station, northeast corner
of the map J-5 from N-7e; capacity, 4 surface and 9 subterranean tanks
with a total of 200,000 liters; personnel, 15 men. The depot is walled in.

1. ^{Miastko} (Rummelsburg); located on the highway to Neustettin; capacity, 8
tanks with a total of 100,000 liters; personnel, 10 men; guarded and fenced
in.

m. Rummelsburg; located near the freight station; capacity, 4 tanks,
with a total of 60,000 liters; unguarded.

Only for Fishing Industry (containing only diesel)

n. Stolpmuende; located on the west side of the ^{port} ~~canal~~; center of
C-2 of S22; capacity, 3 tanks with a total of 50,000 liters; personnel,
4 men.

1. ^{Darlowo} (Ruegenwalde); situated on the east side of the port; personnel,
4 men; capacity, 6 tanks with a total of 80,000 liters.

p. Kolberg; situated on the east side of the port, 3 centimeters
from the intersection of the lines 36/04 running in an exact east-west
direction; capacity, 6 tanks with a total of 80,000 liters; personnel,
5 men.

Tank cars Tank cars a 3500l [sic] are stationed in the following places: 2 in Stolp, 3 [figure illegible] in Koszalin, and 1 in Schivelvain. They are equipped with mannual pumps.

The above listed depots serve as military fuel depots in case of war. Total capacity of fuel and oil is calculated from the sum of the listed depots of the Koszalin wojewodstwo and the gas stations located in that wojewodstwo.

Below are listed the gas stations and their capacities since they too will be available to the military in case of war.

Gas stations of Wojewodstwo Koszalin These are generally located only in the capitals of powiats and possibly at intersections carrying heavy traffic. Most of the gas stations can only be serviced manually (diesel only manually).

Stolp - 2 pumps on the street to Schlawe, 4 containers of 5,000 liters each, and 1 container of 3,000 liters.

" ²/₂ pumps on the road Redzikowo, 4 containers at 5,000 liters each.

Koszalin - 2 pumps on the road to Schlawe, 3 container of 5,000 liters each

" 2 pumps on the road to Kolberg, 3 containers of 5,000 liters each.

" 4 pumps on the road to Belgard, 4 containers of 5,000 liters each.

Stolpmuende - 2 pumps on the road to Stolp, 2 containers of 5,000 liters each

Slawa (Schlawe) - 2 pumps on the road to Koszalin, 3 container of 5,000 liters each

Darlowo (Ruegenwalde) - 2 pumps on the road to Schlawe, 3 containers of 5,000 liters each

Kolberg - 2 pumps on the road to Treptow, 3 container of 5,000 liters each.

Belgard

~~Belgard~~ - 2 pumps on the road to the center of the city, 4
containers of 5,000 liters each

~~Swidwin~~(Schivelbein) - 2 pumps on the road to the center of the city,
3 containers of 5,000 liters each

Polzin - 2 pumps on the road/~~near the railroad station~~ to Belgard
3
containers of 5,000 liters each

Dramburg - 2 pumps on the road near the railroad station,
3 containers of 5,000 liters each

Walcz (Deutsch Krone) - 2 pumps on the road near the railroad station,
3 container of 5,000 liters each

Flatow - 2 pumps on the road to Pila , 2 containers of
3,000 liters each

Flatow - 2 pumps on the road to Pila , 2 containers of
5,000 liters each

Neustettin - 3 pumps on the road to the center of the city,
4 containers of 3,000 liters each

Neustettin - (?) pumps on the road to the center of the city,
3 containers of 5,000 liters each

Miaszko(Rummelsburg) - 2 pumps on the road to the center of the city,
4 containers of 3,000 liters each

Rummelsburg - [?] on the road to the center of the city,
4 containers of 5,000 liters each

Bustow - 2 pumps on the road leading to the market, 3 containers
of 5,000 liters each

Czuchow(Schlochau) - 2 pumps on the road leading to the market, 2 con-
tainers 5,000 liters each

The Polish army and the KBW can get gas in small quantities at these
stations at any time. Payment is made with coupons.

Military Depot

^{U32Ka}
a. [^](Stolpmuende) (so-called Depot I; fishery depot is numbered 2)

Location, r = 89.5; h = 01.4 of map 1 to 100,000; I- 11, about 1 kilometer west southwest of the port in the forest region on the last third, of the curve of the railroad line, on the latter's northwest side. (See sketch) Capacity, 5 large tanks of 100,000 liters each and 1 large tank 500,000 liters for a total of 1,000,000 liters. All tanks are subterranean, that is, they are not visible nor are there any mounds. Storage space for lubricants - 2 floors. Transformer visible. Pump station and 6 pumps for tank cars. Double track connecting line. The depot is guarded by ^{naval} ~~marine~~ units. During the summer army units guard the camp. The [pipe] line from the port area of Stolpmuende lies about 60 centimeters deep and runs along the south side of the road built to the summer camp. (see sketch) For the expansion of the depot and its opening in August 1957 the responsibility rested with the Koszalin fuel enterprise.

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[redacted]
[redacted] For security reasons (cover) these depots too have been subordinated to the civilian wojewodatwo enterprise. The same applies for the following:

- b. Kolberg; situated in the area of the so-called "Siedlerland" (settler's land); 4 = 35, h = 02.5-03.1 on the map 1: 12,500 - K 41 m (see sketch); capacity, 27 tanks of 100 cubic meters capacity each for a total of 2,700,000 liters plus 3 oil tanks of 25 ton capacity and ^{three} 50-ton oil tanks. All tanks have been dug into the surface and covered up, thus creating mounds. The same applies for the bunkers and oil pipe lines. Loading space

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with ramps on three tracks is available. The depot is equipped with 22 filling installations (for unloading ~~for~~^{of} gasoline and diesel, various bunkers and installations) (see sketch). The depot is surrounded by a 2-meter high security fence^c and guarded during the winter by ~~marine~~^{Naval} units and during the summer by the army. An aethyl installation is to be constructed by 1958. The depot was turned over during September 1957. The oil line runs along the west side of the harbor through the so-called "Maikuhle" up to the firing range and then south into the depot. The pipes lie about 80 centimeters under the surface and are unguarded. SO (southeast?) ~~the~~ gates to the depot are unguarded.

Additional large depots

- c. Szczecin; former Shell depot on the Lastadie. It has been expanded and supplies the Polish military and civil population. Situated; $x r = 55.3$, $H = 57.5$ on map 1: 100,000, 19; capacity, not known exactly but greater than Kolberg.
- d. Swinoujscie; large Soviet depot for Soviet navy (Cruiser in port) overseas tanker; situated ~~xxxxx~~^{at} former German ~~depot~~^{navy} ~~of the navy~~; ~~xx~~ it has been expanded. No further data possible. Capacity, about 4 times that of Kolberg.
- e. Dievenow; large Polish military depot for army and navy; situated on former German naval depot which has been expanded; capacity, about twice that of Kolberg.
- f. Gdansk-Langfuhr; former large German naval depot which has been expanded to supply the civilian economy as well as army and navy needs. At this date it is the largest Polish fuel depot, about 15 times the size of Kolberg. *225 times*
- g. Blechownia; large Polish depot for army and air force. In case of extreme need also for civilian use. Situated on the

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station
south side of the railroad/ and can be seen from there. Capacity,
unknown; no comparisons possible.

- h. Zgierz; north of Lodz; for civilian needs - gasoline and oil;
situated, not known exactly; capacity, similar to that of
Stolpmuende.
- i. Grodno; since the fall of 1957 this has been exclusively a large
Soviet military depot. Broad gauge railroad. Since fall of
1957 no transloading station for Polish fuel imports because
of the ~~the~~ ^{line} broad gauge extends ^{up} to Sokalka.
- k. Sokalka; new depot in operation since August 1957; Soviet oil
imports are brought here via the broad gauge railroad, a large
tank depot of unknown size is situated south of the railroad
station.
- l. Brest; like Grodno this depot is for the exclusive use of
Soviet military ^{forces} since the fall of 1957.
- m. Miedzyrzec-Podlaski; Like Sokalka this depot is only a trans-
pumping station since the fall of 1957. It is a new construction
and is connected with Brest via ^{or} broad gauge railroad. Situated
on a connecting track in the forested area south of the railroad
line r = 26/27, h = 62/63 from map 1: 100,000, P 17; capacity,
unknown.

The Soviet military authorities ship their own fuel supplies ex-
clusively via the two boarder stations listed above (I and M). For this
purpose the Soviet army possesses its own tank cars in Poland, painted
red and bearing the hammer and sickle insignia.

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The delivery of fuel from Russia to Poland is also conducted
via the two cut-off stations reached since fall 1957 via broad gauge
railroad lines.

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^{erection}
These engineers participated in the ~~situation~~ of the border depots.

The two depots together have a capacity exceeding that of the large depot at Gdansk-Langfuhr. [redacted]

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^{stocks}
Fuel supply in Poland

From domestic production only about 10 percent; from Rumania about 55 percent; the Soviet Union about 25 percent; Austria about 5 percent; and overseas also about 5 percent. The supply for military and civilian needs has been ^{estimated} ~~guaranteed~~ to last for only one year.

8. Refineries

[redacted] These are located mainly in Trzebinia near Krakow in the Katowice area and in Wieliczka near Krakow and in the area of Galicia. [redacted]

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[redacted] Poland reportedly has no real hydrogenation plant, that is, a plant where fuel can be produced from coal, brown coal. The hydrogenation plant Blechownia serves primarily as an intermediate depot for gasoline and diesel and for its cleaning and processing and possibly for the refining of oils and lubricants. [redacted]

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9. Imports and Delivery Enterprises

Imports from Rumania as listed under ~~supply~~ stockpile are shipped via rail through Hungary to the refineries in the south of Poland and via tankers to Gdansk and Szczecin. Imports from the Soviet Union are shipped via the above listed depots. These then are the delivery enterprises of the state-owned distributing enterprises.

When the Batory docks in Gdynia tank cars are dispatched from the GDR via Stolp to Gdynia where the Batory takes on ostensibly only GDR oil. This occurs noticeably on a very sluggish basis. That is, during a

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one or two day period three to four trains consisting of 15 35-cubic meter, 4-axle tank cars may be seen on this line whenever the Batory is in Gdynia.

[redacted] the GDR in this way pays Poland the freight rates for German goods carried on the Batory [redacted]

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10. Quality of Fuel and Distribution

A. Pure motor gasoline for saws, pumps, and ^{for use in} enclosed ~~in~~ rooms: octane rating 60 to 65. The amounts required in the framework of the distribution plan are being delivered. The distribution plan calls for the delivery to the Koszalin wojewod^{stwo} ^{of} 50 to 60 cubic meters or 60,000 liters.

B. Normal automobile gasoline (Ktylina), pink, octane rating 70 to 72, not anti-knock. Delivery within the framework of the planned economy and for cash to private consumers is as follows: for cash the cost is 4.8 ^{per liter} Sl./and for coupons 2.40 Sl per liter.

C. Knock proof gasoline, blueish, octane rating, 78 to 80; can be bought only for cash, that is, 6 Sl per liter to enterprises and private consumers. In the Koszalin wojewod^{stwo} only the three gas stations in Stolp, Koszalin and Neustettin carry this gasoline.

D. Diesel fuel for slow travelling motor vehicles - quality class II. Diesel fuel for quick travelling motor vehicles - quality class I. Both classes are ~~namocilyx~~ very dirty and have a dark coloring because of the high water content. Cost with coupons 1.20 Sl per liter, cost for private use 2.4 Sl per liter. Gasoline and diesel is distributed through the appropriate ministry on the basis of plans. The ministry distributed the fuel to the central administrations or to the wojewodstwo administration of that particular area and these in turn distributed to the subordinate enterprises within the wojewod^{stwo}.

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E. Motor Oil Allocation in Percent to Fuel. In the case of gasoline - 5 percent (possibly 8 percent) motoroil; in case of diesel - 6 percent motor oil; no allocation is made for machine, transformer, and compressor oils because the supply is adequate.

11. Large Enterprises with Independent Storage Tanks and Supply

PGRs; POMs; State Expediting Enterprises PK\$; State Construction Firms; Enterprises for Domestic Trade (Food Transports); Enterprises for Livestock Transports - particularly in ~~the~~ the Kossalin ~~xxxx~~ wojewodztwo; power plant Belgard (Turbine Oil); Paper Factory Tarnowka near Jastrow (Diesel Oil); State Lumber Transport Enterprises (with own tank cars for diesel and gasoline),.

In the calculation to arrive at a figure for the total supply of Poland of fuels and oil sufficient for one year should imports come to a stop, the supplies of the above listed large enterprises has been included. These have in the Kossalin wojewodztso for example a similar supply as the state distributing enterprises, not including the military depots in Stolpmuende and Kolberg. The supply would only last for a year if only the most important civilian and military transports were carried out.

12. General Information Regarding Consumption

The consumption in the agricultural wojewodztwos as listed is relatively on a low level. Particularly high is the consumption in the industrial wojewodztwos around Krakow, ^Q Appole, Wroclaw, Katowice, and Warsaw City, and Wojewodztwo. In addition also in the area of the so-called "Trostrojmiasta" that is, Gdynia-Zoppot-Gdansk (from the mouth of the Wisla to Putzk) as well as Szczecin-Poznan and Lodz. In the upper Silesian industrial areas the consumption of lubricating oil and fats are particularly heavy, while in the Trojmiastst the consumption of diesel

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predominates and in Poznan, Wroclaw, and Warsaw, it is the use of gasoline.

The Trojmiasta probably has the highest consumption of diesel fuel for shipping and ^{the} fishing industry. It is to be noted in this connection that the Polish whaling fleet, as well as foreign fishing vessels and ~~the~~ motor ships because of the favorable foreign exchange rate quite often take on diesel oil there. Even German fishermen prefer when the opportunity occurs (in storms) to call at Polish harbors and bunk^e there. In this connection it may be noted that German fishermen sell part of their catch to Poland in order to pay for the purchase of fuel. They usually make a pretty good deal; for example, one kilo of fresh herring cost a fisherman 7 Sl. (re-sale 14 Sl.) while one kilo fuel costs 1.4 Sl. Exact or reliable estimated values for Szczecin and for the Trojmiasta should be available from the canal authorities of the North Sea-Baltic Canal. Such values for the Silesian industrial areas cannot be had,

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